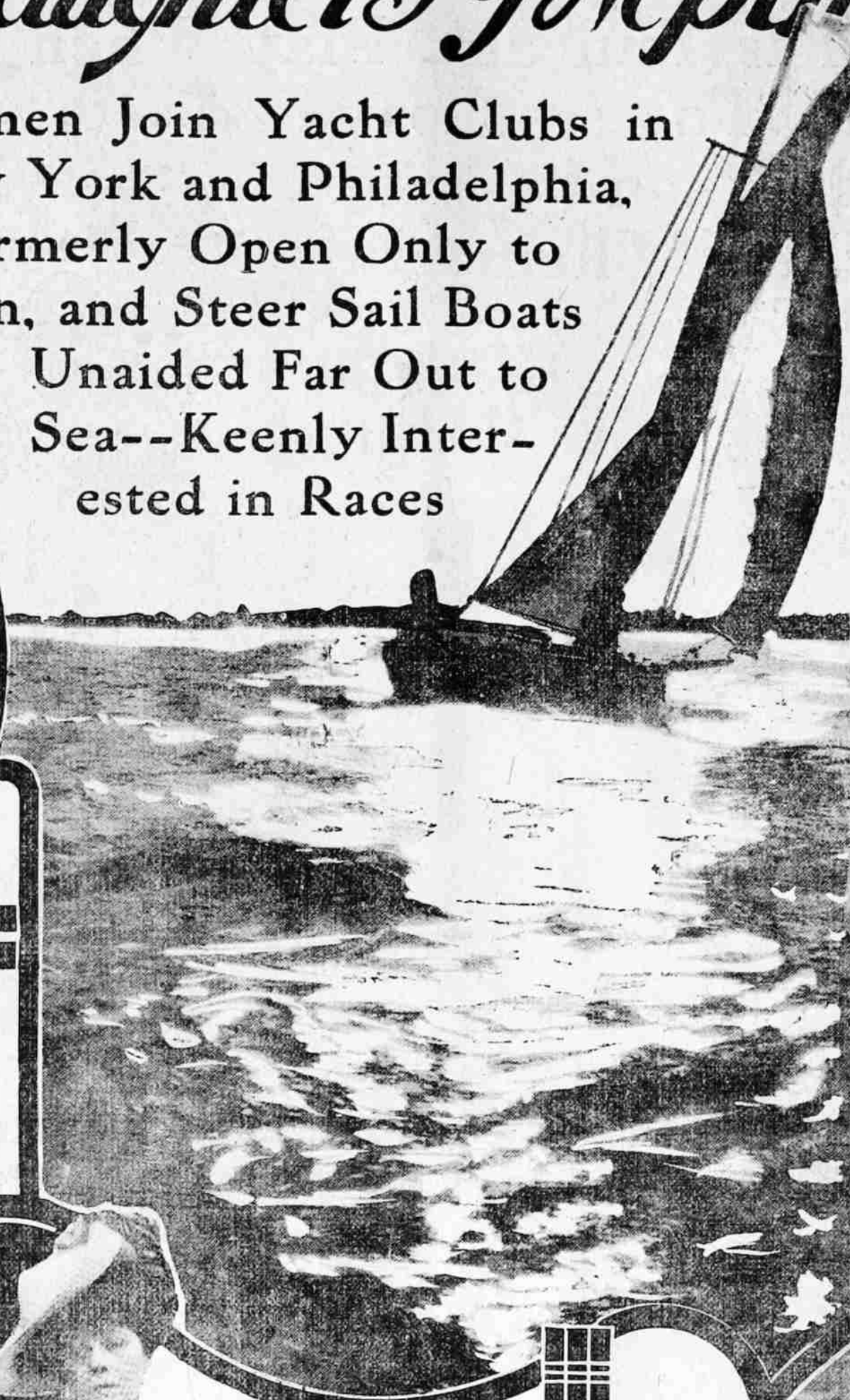


OGDEN CITY, UTAH, SATURDAY, AUGUST 15, 1914.

Daughters of Neptune

Women Join Yacht Clubs in New York and Philadelphia, Formerly Open Only to Men, and Steer Sail Boats Unaided Far Out to Sea--Keenly Interested in Races



Man will soon have to surrender another of his activities, according to a member of one of the yachting clubs, which is backing an American yacht to race Sir Thomas Lipton. Woman is going to run the yachts in a few years and send mere man back to the business office to make more money.

A few years ago women did not think of asking for admission to yachting clubs. They did not think of going sailing without men in their company. Today women not only are members of yacht clubs, but they have their exclusive yachting parties along the Atlantic Coast, often going far out to sea alone, and it is the women of Philadelphia and New York who are taking the keenest interest in the success of America in the race. It comes off soon with Sir Thomas Lipton in the latest edition of the Shamrock.

It was a long time ago when woman became the main pillar of the church. In a majority of the city churches men are so scarce that special campaigns have been inaugurated to bring them to a sense of their religious responsibilities. In the theater the same condition exists. Later they were admitted when attended with men. Next they were allowed to go chaperoned by an elderly woman. Now they go alone, and if it were not for the women patrons of the theaters, acting would become a lost art for lack of patronage.

The same thing is true of the art galleries. Formerly women were not supposed to know enough about art to look at the best the world produced. Today they are judges and men simply acquiesce.

Is the same thing happening in sport?

The woman of today plays tennis and has played it for years with success. She is a good golfer, swimmer and even polo player. Now she is going in for yachting and it is said around Newport that more money is being put up by women on the outcome of the international yacht race than by the men at that same resort.

It is nothing unusual for an old skipper to meet women of the sea far out of sight of land, fearing nothing. The Vikings of today are Vikings, said one old tar, coming into port of New York after meeting with three yacht loads of daughters of Neptune, the twentieth century mermaids.

Among the most noted yachtwomen is Mrs. Robert Goelet of the ill-fated Nahma. The Nahma is a steam-propelled craft as well as a sail boat and is good for crossing the ocean. The Nahma has crossed the Atlantic several times and often on those trans-Atlantic excursions Mrs. Robert Goelet has been at the helm, taking her turns with those she had employed to captain her ship.

She is one of the most fearless sailors of the world. She is a sailor without the superstitious fears of the old-time tar. She has difficulty now in getting men to man her craft when going on a long voyage, but she has an easy time finding women to sail with her in the yacht of so many sad memories. It was on the Nahma that Robert Goelet died in 1899, the log of the vessel recites. Beatrice Goelet con-

tracted measles aboard her in 1901 and died when she reached shore. About that time sailors declared the vessel had a hoodoo. They refused to board her and Mrs. Goelet, who had learned yachting from her husband, took command as captain and sailed out with a group of des-



UPPER left—Mrs. John R. Drexel. Upper right—Mrs. Robert Goelet. Lower left—Mrs. W. K. Vanderbilt, Jr. Lower right—Mrs. Cornelius Vanderbilt.

to Paris, where the physicians of that city had charge of her case, but she died shortly. Her body was taken aboard the Nahma and Mrs. Robert Goelet crossed the Atlantic with the body aboard.

WANTS CHILDREN TO BE FIRST-CLASS PILOTS.

When Mrs. Goelet landed in New York with the body a report was circulated she would abandon the yacht and would prevent her children from boarding her. She denied the report. People couldn't understand how she could like the sea, and a second report was circulated she was going to sell the Nahma and forbid her children to learn anything about sailing. She had to deny that report, too, in course of time. The fact is she wants her children to become first-class pilots, and she is teaching them navigation herself.

She loves the sea and believes her children can get more pleasure from it than from anything else.

Mrs. W. K. Vanderbilt, Jr., and Mrs. Cornelius Vanderbilt, also are competent helmswomen. Mrs. W. K. Vanderbilt runs her own yacht. She also knows all the intricacies of a motor boat and runs one at Palm Beach and Newport. Mrs. W. K. Vanderbilt has had many exciting adventures in her yacht. In 1905, in Long Island Sound, when she and Vanderbilt were aboard their yacht, the Tarantula, she collided with the Norman, belonging to Frank H. Tifford. She passed through the thrills of the collision unperturbed and continued to yacht as before, unafraid.

Mrs. Samuel Vaughan, who formerly was Miss Ellen Gardner Loring, comes from a long line of able sailors. Her father, Augustus Peabody Loring, was a skillful yachtsman, as was his father before him.



also loved yachting, but not as much as she did.

Mrs. John Parkinson, society woman, who always declares that the women of the "400" are as good mothers as any others, is a good sailor. She can make a yacht do anything. She often entertains her friends on the water for several days at a time. She likes nothing better than cruising.

Mrs. John R. Drexel of Phila-

delphia is as much at home on the bounding main as at an afternoon tea, and, according to social leaders of her home city, she certainly is at home when presiding as hostess at a tea or any other gathering of the women in the top notch of the social whirl. Talk to Mrs. Drexel about all the latest authors and their works and she will be pleased to talk in like manner of them. If you want to learn about the latest moves in all the latest

MRS. C. OLIVER ISELIN

FAMOUS YACHTSWOMAN.

Mrs. C. Oliver Iselin is the most famous of yachtswomen. She lives at New Rochelle, N. Y. She is the only woman who ever raced on an American Cup defender. She was aboard the Columbia in 1899 and sailed on the Defender when that craft whipped the Valkyrie in 1896. Her husband for several years was as well known in yachting news as Sir Thomas Lipton.

Much confusion has arisen since the invention of steam navigation as to the name yacht. Formerly yachts were purely sailing vessels. There are now steam boats called yacht. The name comes from the Dutch, meaning to hurry. The yachts are divided into two classes. They are the racing and the pleasure yachts. The racing yachts are so constructed that everything is sacrificed for speed.

The history of the yacht racing is the history of yachting, inasmuch as the racing improved the yachts just as horse racing improved horses. Horses are bred for speed because of the stakes originally to be won in horse racing. The old-time barons did not think about breeding horses for speed until horse racing became popular. Inventions in speed yachts were not made rapidly until racing began. Then inventions followed. Backers of a certain craft had it improved before the race. When a man was defeated in a yacht race he spent large sums on his craft studying why he was beaten and improving it. Naturally the yachts of today are better than ever.

Before 100 years ago sailing yachts belonged only to important personages. They were used chiefly to convey royal chieftains.

The first authentic record of a racing club was in 1720, when the Cork Harbor Water Club was established in Ireland. It is now known as the Royal Cork Yacht Club. In 1801 a silver cup was given by "gentlemen of leisure" of London to the winner of yacht races. In 1812 the Royal Yacht Club of London was organized and soon after that regular regattas were held.

Organized yacht racing did not commence in the United States until 1844, when nine yacht owners formed a club in New York. Racing in America became quite a sport, but women never were allowed to go near the craft. It wasn't a woman's place.

In 1821 the first international races were run with England. The first race was won by the Americans in the yacht America. She was given a handicap of fifteen minutes, but won the race by eighteen minutes, three more than needed to win without the handicap. America since that time has put out more winning yachts than any other country in the world.

derate characters who didn't care what did happen to them, so long as they were paid.

The log of the yacht shows no

more disasters until 1912. Then the elder Mrs. Goelet became ill while the boat was cruising around the coast of France. She was rushed

Before her marriage Mrs. Vaughan learned the art of yachting from her father. She often went with him on his trips. When a little girl she had mastered the art of steering. Loring did not believe in giving all the sport of the day to the boys while the girls sat still and looked pretty. His daughter was given every chance to enjoy herself. As soon as she was married she demanded entrance into a yacht club with her husband. He

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